

Travilah Road -- No. 500101

Category **Transportation**
Agency **Public Works & Transportation**
Planning Area **Potomac-Travilah**
Relocation Impact **None.**

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 18, 2000
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY99	Estimate FY00	Total 6 Years	FY01	FY02	FY03	FY04	FY05	FY06	Beyond 6 Years
Planning, Design and Supervision	1,275	0	0	885	280	100	50	255	200	0	390
Land	2,060	0	0	1,610	0	800	810	0	0	0	450
Site Improvements and Utilities	2,575	0	0	2,065	0	0	100	795	1,170	0	510
Construction	3,090	0	0	2,440	0	0	200	1,500	740	0	650
Other											
Total	9,000	0	0	7,000	280	900	1,160	2,550	2,110	0	2,000

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,822	0	0	6,822	280	900	1,160	2,550	1,932	0	2,000
Intergovernmental	178	0	0	178	0	0	0	0	178	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides funds for the design, land acquisition, and construction of improvements to the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The proposed improvements are to be constructed in two phases: Phase I includes: 1) construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at a point 400 west of Nolan Drive; 2) widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; 3) construction of a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; 4) widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; 5) construction of a bypass lane on Dufief Mill Road at Travilah Road; 6) construction of an 8-foot wide paved bikeway along the northern side of the roadway from Darnestown Road to Dufief Mill Road; 7) construction of a 4-foot wide grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; 8) vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; 9) installation of streetlights along the southern side of the roadway and lighting along the bikeway; and 10) landscaping along the northern side of the roadway. The Phase II improvements are to be constructed along the southern side of the roadway and include: 1) construction of an 8-foot wide grass shoulder and drainage ditch from a point 400 feet west of Nolan Drive to Dufief Mill Road, 2) relocation of the roadside utility poles, and 3) landscaping.

Service Area

Potomac subregion.

Capacity

The 1997 and design year 2010 average daily traffic volumes are 7,400 and 11,000 vehicles, respectively.

JUSTIFICATION

The section of Travilah Road between Darnestown Road and Nolan Drive is mainly a 36-foot wide closed-section roadway. The 12,400-foot segment of Travilah Road between Nolan Drive and Dufief Mill Road is mostly an open-section roadway which lacks shoulders and has inadequate roadside drainage. The existing pavement width for the open-section segment of the roadway varies from 20 to 22 feet. Several subdivisions have been approved in the area, leaving inconsistent roadway cross-sections and isolated segments of sidewalk. A total of 37 reported traffic accidents occurred on this section of the road over a 3-year period. Localized roadway flooding occurs during rainstorms. The proposed roadway improvements will decrease the potential for accidents and improve the roadside drainage efficiency. The planned bikeway will connect the existing segments of the bikeway along the northern side of the road and provide safer pedestrian access to the adjacent schools, parks, places of worship, and shopping center.

Plans and Studies

A project prospectus and the preliminary plans were completed and funded under the Facility Planning: Transportation project. The Potomac Subregion Master Plan designates the section of Travilah Road between Dufief Mill Road and Darnestown Road as a primary roadway.

Cost Change

Not applicable.

STATUS

Preliminary design stage.

OTHER

The scope and schedule for this project are new in FY01. Preliminary design costs were funded from the Facility Planning: Transportation project. The intergovernmental revenue shown in the funding schedule reflects WSSC's share of utility relocation costs. Phase II is to be constructed in stages as development occurs along the southern side of the roadway. The County will participate with developers in the construction of Phase II roadside improvements during the development of adjacent subdivisions.

APPROPRIATION AND EXPENDITURE DATA

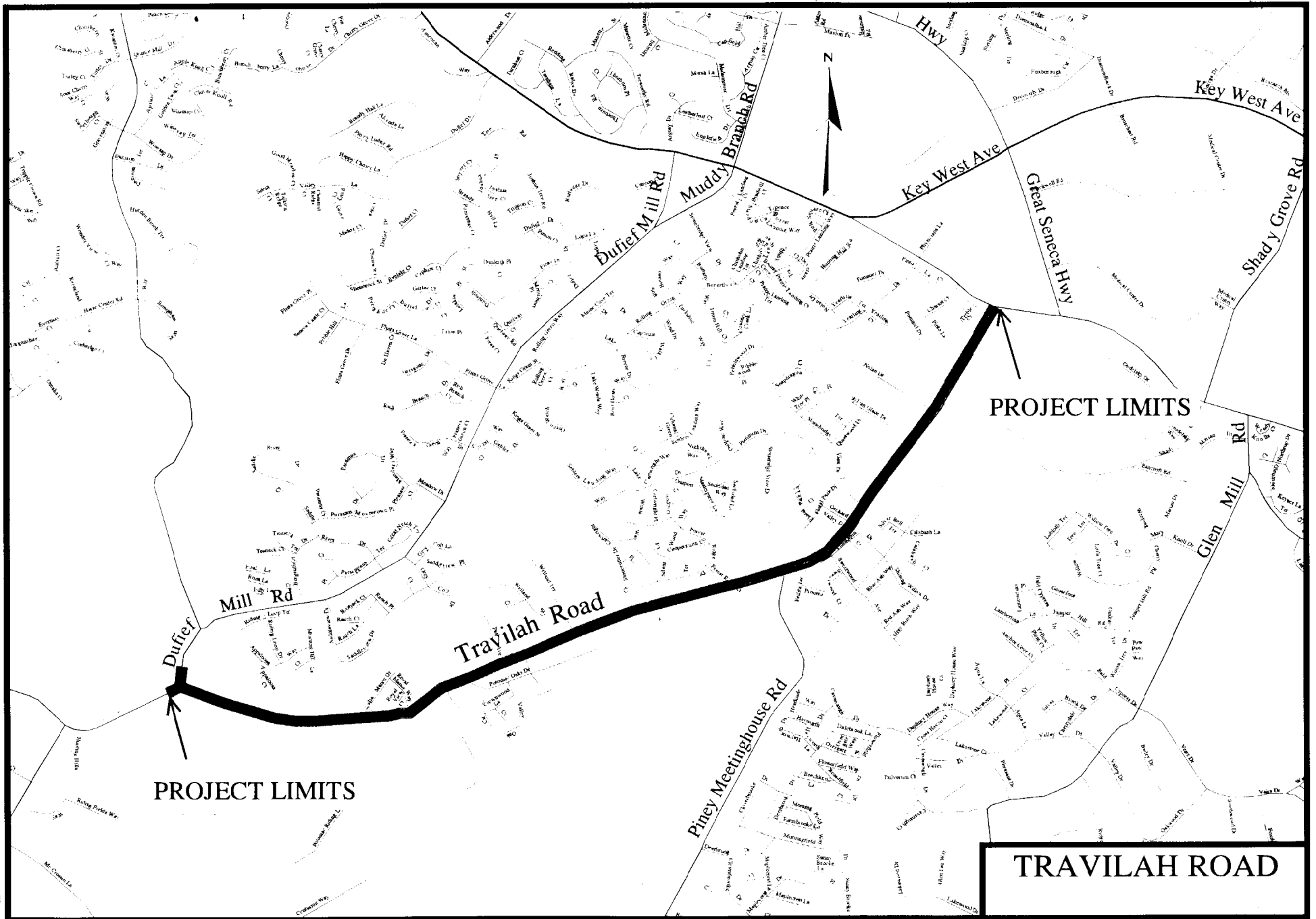
Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		9,000
First Cost Estimate		
Current Scope	FY01	9,000
Last FY's Cost Estimate		0
Present Cost Estimate		9,000
Appropriation Request	FY01	580
Appropriation Request Est.	FY02	1,150
Supplemental		
Appropriation Request	FY00	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY98	0
New Partial Closeout	FY99	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
PEPCO
Bell Atlantic
Department of Permitting Services
Washington Gas and Light
WSSC
Department of Environmental Protection
Maryland Department of the Environment
U S Army Corps of Engineers
Facility Planning: Transportation
Subdivision Roads Participation Project: Piney Meetinghouse Road

MAP

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PROJECT LIMITS

PROJECT LIMITS

TRAVILAH ROAD